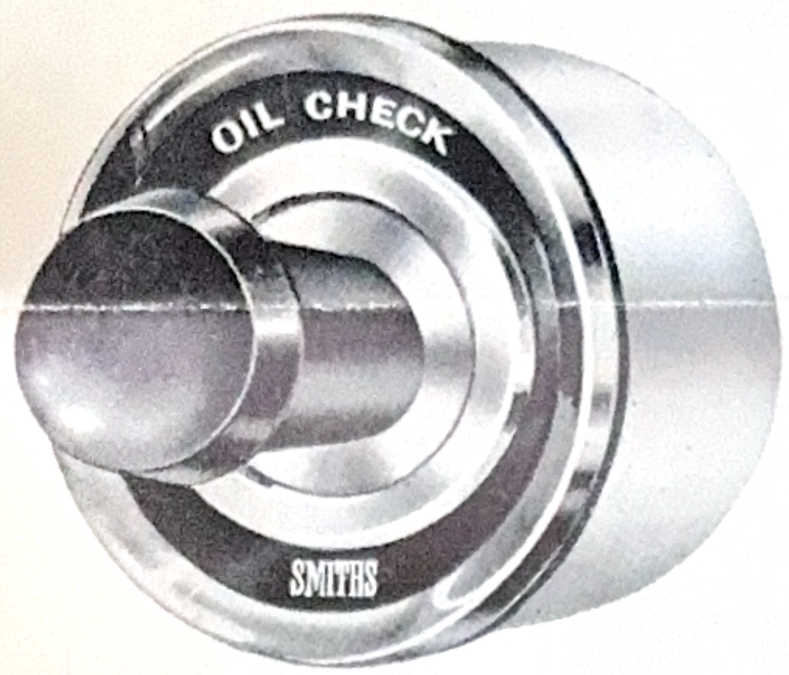
SMITHS OIL CHECK



CODE OC

Black dial, white letters, chrome bezel.

Available in three alternative fittings.

OC.1 — $13\frac{7}{8}$″ long dipstick
OC.2 — $19\frac{1}{2}$″ long dipstick
OC.3 — 9″ long dipstick

SIMPLE INSTALLATION · ACCURATE & RELIABLE · 12 MONTHS' GUARANTEE

WHY DO YOU NEED ONE?

Because one of the most primitive operations on the modern vehicle is the necessity to lift the bonnet, and remove a messy dipstick in order to check oil level.

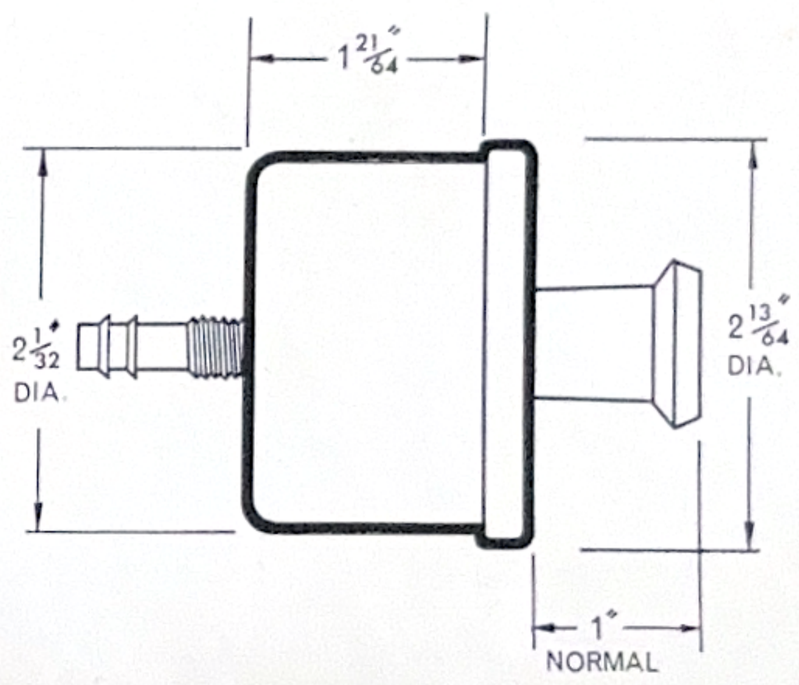
Because with the Smiths Oil Check you can check the oil level from the driver's seat.

Because you know when an oil top up is required and you can instruct the forecourt attendant when halting for fuel.

WHAT DOES IT TELL YOU?

The state of your oil level in the sump.

You can check before leaving for a journey or when stopped at a filling station. Satisfactory oil level is vital. With the Smiths Oil Check you never need be in doubt. All you do is pull the instrument knob and you get immediately a Green indicator for satisfactory, or a Red indicator for low oil level. It's as simple as that.



CODE OC

WILL INDICATE
State of Oil Level without removal of dipstick

69/6
Recommended Retail Price
FITTING INSTRUCTIONS OVERLEAF

OIL CHECK FITTING INSTRUCTIONS

OIL CHECK DIPSTICK

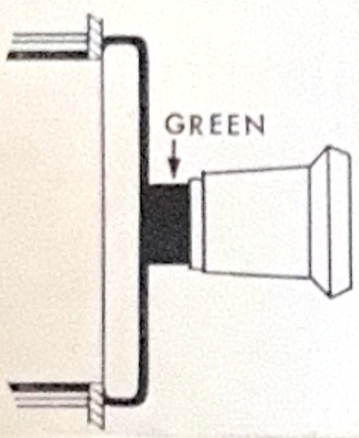
Firstly, check size of dipstick entry hole in engine block. For the more common size of $\frac{3}{8}$" dia. or less, ensure that the rubber bush on the dipstick is assembled with its small diameter facing the adjustable clip. In cases where the entry hole is the larger $\frac{7}{16}$" dia., the rubber bush should be reversed so as to have its larger diameter facing the clip.

Most car dipsticks have two markings representing maximum and minimum oil level. Lay the existing dipstick alongside the OIL CHECK dipstick so that the small hole near the end of the latter coincides with a midway position between the maximum and minimum markings on the original dipstick (see Fig. 1). Adjust the position of the clip (by pinching the two lugs with a pair of pliers) so that the lower face of the rubber bush is level with the stop position of the original dipstick.

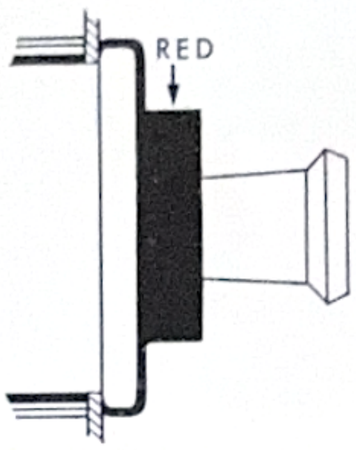
NOTE: Where the dipstick entry hole is $\frac{7}{16}$" dia., the shoulder of the rubber bush should be level with the stop position.

The OIL CHECK dipstick may also be lightly marked with a file to show MAX. and MIN. oil level positions. This is useful subsequently to establish correct level after an oil change.

NOTE: Care must be taken not to bend or deeply groove the dipstick whilst carrying out the above procedure.



SATISFACTORY OIL LEVEL



LOW OIL LEVEL

OIL CHECK INSTRUMENT

Establish a suitable position for the mounting panel provided and screw into place. Insert the instrument and secure tightly with the bracket provided.

Most engine bulkheads have a spare grommet covering a hole, or there may be a grommet in use which is large enough to accept the nylon tube. Failing this, drill a $\frac{1}{4}$" dia. (6·5 mm) hole at a suitable point in the bulkhead and fit the small rubber grommet supplied. Pass nylon tube through this grommet and connect one end to the instrument connection using the moulded rubber connector provided, making sure that the latter is pushed firmly onto the instrument.

The nylon tube should be routed neatly through the engine compartment ensuring an easy curve to the top of the dipstick. Avoid contact with the exhaust system. Cut off any surplus tube with a sharp knife, but allow sufficient tubing so that dipstick can be withdrawn without disconnecting tubing. Connect nylon tube to dipstick by pressing into the moulded rubber connector fitted.

After completing the above installation, test operation by lifting dipstick sufficiently to be above the oil level, then check that a Red indication is shown by pulling the instrument knob. Allow dipstick to resume normal position with oil at a satisfactory level, then pull instrument knob again when the indication should be green.

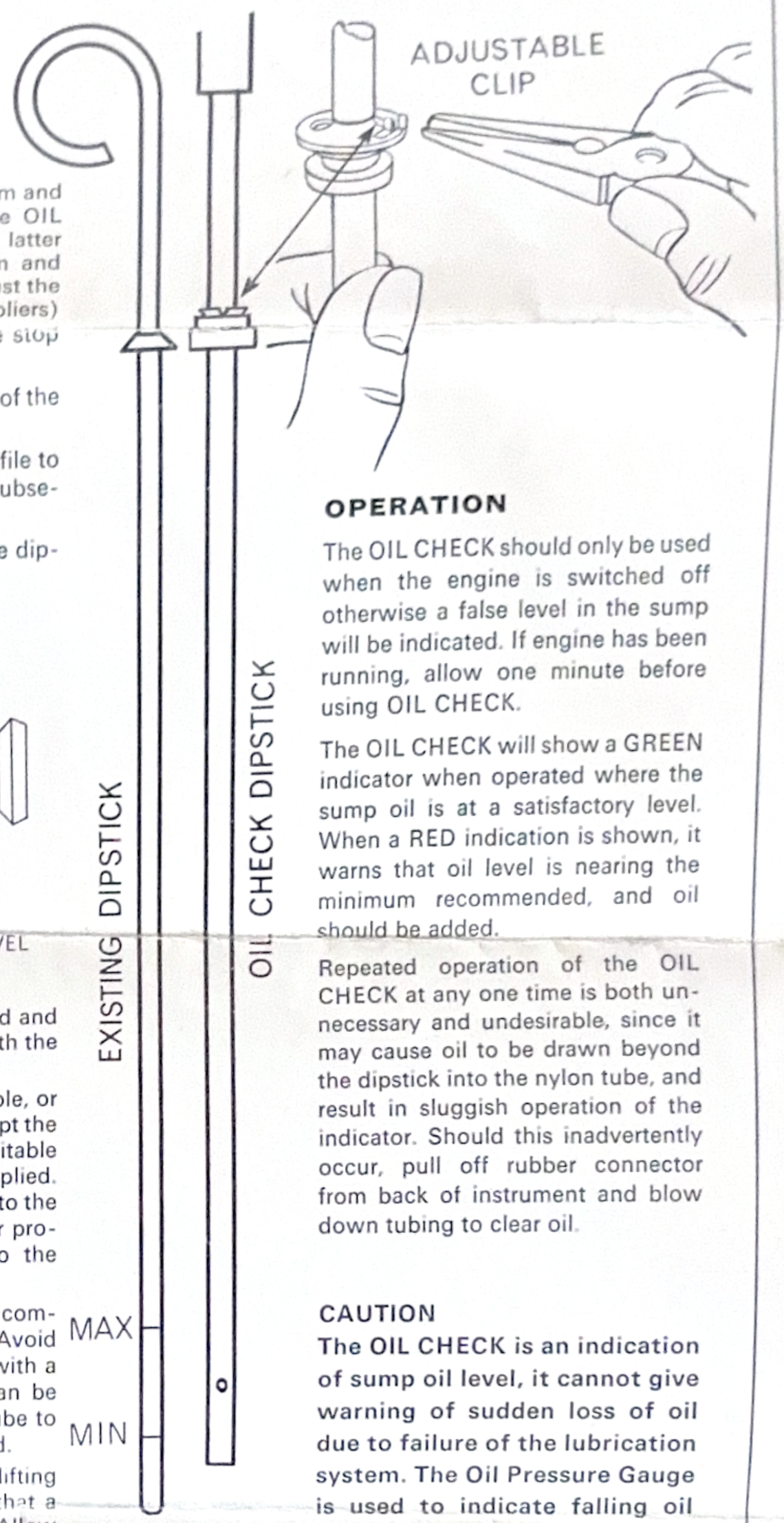


Fig. 1

OPERATION

The OIL CHECK should only be used when the engine is switched off otherwise a false level in the sump will be indicated. If engine has been running, allow one minute before using OIL CHECK.

The OIL CHECK will show a GREEN indicator when operated where the sump oil is at a satisfactory level. When a RED indication is shown, it warns that oil level is nearing the minimum recommended, and oil should be added.

Repeated operation of the OIL CHECK at any one time is both unnecessary and undesirable, since it may cause oil to be drawn beyond the dipstick into the nylon tube, and result in sluggish operation of the indicator. Should this inadvertently occur, pull off rubber connector from back of instrument and blow down tubing to clear oil.

CAUTION

The OIL CHECK is an indication of sump oil level, it cannot give warning of sudden loss of oil due to failure of the lubrication system. The Oil Pressure Gauge is used to indicate falling oil pressure, and the Oil Warning Light will give warning of complete loss of oil pressure.

SMITHS INDUSTRIES LIMITED

MOTOR ACCESSORY DIVISION

SALES & SERVICE
OXGATE LANE
LONDON NW2

Telephone: GLAdstone 8030 Telegrams: Speedofac, London Telex: 22671

DEPOTS: BRISTOL: 129 Albert Road, Bristol 2. Tel: Bristol 70314/5 BELFAST: 19 Ormeau Avenue. Tel: Belfast 32911

MANCHESTER: 780 Chester Road, Stretford. Tel: 061-LON 2414 GLASGOW: 123-145 North Street, C.3. Tel: 041-CEN 3929

Printed in England by Roadcraft Press Ltd. London NW2 December 1967

Ref. No. SE.4900